C2 Wood Wharf
It might recall ancient market building archetypes...

...where the market building originally formed a pure extension to the public realm.
A grand market hall
But a centre core conflicts with the desire to create an open flow.

Poor connectivity.

Too narrow.
moving the core to the north...

opens a big, flexible space for the market...
The restaurant and sky garden form a dramatic termination to the building’s facades.
South Quay: emerging proposals,
September 2015
Hybrid urban blocks

2. Hybrid urban blocks are required to consist of these core components in accordance with figures 3.1 to 3.2:
   a. Podium;
   b. Plinth; and
   c. Taller elements.

Podiums and plinths

3. Podium and plinth massing will be required to:
   a. be delivered up to the following heights:

<table>
<thead>
<tr>
<th>Podium</th>
<th>1-2 storeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plinth</td>
<td>3-5 storeys</td>
</tr>
</tbody>
</table>

   b. reflect the street sections set out in figures 2.3 to 2.6.
   c. respond to the surrounding context by:
      i. being proportionate in scale to the width of streets and adjacent public realm;
      ii. coordinating scale with adjacent sites;
      iii. decreasing in scale away from the dockside, Marsh Wall, Millharbour and Limeharbour (illustrated by figure 3.3);
      iv. mitigating impacts on residential amenity created by DLR services (illustrated by figure 3.4);
      v. providing a human scale sense of enclosure; and
      vi. supporting the activation of the docks and dockside.
   d. create articulation and visual interest.

4. Podium and plinth design will be required to:
   a. deliver active frontages;
   b. clearly define and deliver residential entrances on the street highest on the movement hierarchy (figure 2.2);
   c. encourage water-borne activities to activate the docks and dockside;
   d. conceal entrances to parking provisions and services through well-designed layout and façade treatment.

Taller elements

5. Taller element massing and design will be required to:
   a. step down from the Canary Wharf Major Centre; and
   b. accord with the latest Civil Aviation Authority heights guidance for London City Airport.

Figure 3.1 Illustrative components of the hybrid urban block